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FAA-01-9672-1

Hangar 10, Inc.

Miller International Airport
3100 South 10th Street
McAllen, Texas 78503

Telephone 956 233-9649

May 5, 2001

U.S. Department of Transportation
Docket Management System
400 7th Street, S.W.
Room PL 401
Washington, D.C. 20591-0001

Gentlemen:

In accordance with Title 14 CFR Part 11, Hangar 10, Inc. hereby petitions for an exemption as follows:

Name and Mailing Address of petitioner:

Hangar 10, Inc., 3100 S. 10th Street, McAllen, Texas 78503
Contact Name: Robert A. Steenbock, Director of Operations
Tel: 956-233-9649 Fax: 956-233-1754 Email: hangar10@ies.net

Sections of 14 CFR to be exempted:

119.3 Definitions, On-demand operation (3) All-cargo operations conducted with airplanes having a payload capacity of 7,500 pounds or less.

Extent of relief sought:

Hangar 10, Inc. seeks relief to the extent that for its specific operation, the "maximum payload capacity" be increased to 12,000 pounds or less.

Reason for relief:

Hangar 10, Inc. desires to carry "mixed cargo" in Convair 340 aircraft, thus defining the operation as "common carriage". Part 135 applies to "common carriage" and is written to allow for operators with small fleets to operate within the rule. There is no provision in Part 135 to operate a small fleet of aircraft with a cargo capacity greater than 7,500 pounds. Due to the size and scope of the proposed operation, it is not feasible to operate as a Supplemental operation under Part 121. We believe our situation is unique and therefore proposed rulemaking is not appropriate in this case.

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U.S. DEPARTMENT OF TRANSPORTATION

Why it would be in the public interest:

1. Most Convair 340 aircraft are operated under Part 125. Operation under Part 135 is more restrictive and would improve safety. Some examples include,
 - a) Part 135 requires training. Part 125 does not.
 - b) Part 135 has flight time and duty time restrictions. Part 125 only has duty time restrictions.
 - c) Part 135 is more restrictive requiring qualified management personnel.
 - d) Part 135 maintenance is more restrictive and requires overhaul of certain components not required under Part 125.
2. The operation is "cargo only", so the safety of passengers is not involved. In fact, the only issue here is whether the cargo is defined as "common carriage cargo" or "non-common carriage". From a public safety standpoint, we believe that cargo is cargo.
3. The Convair 340 aircraft is certificated in the Transport Category, thus providing a greater level of safety than a large Non-Transport Category Airplane.
4. In this case, there is no correlation between size complexity. The Convair 340 aircraft is no more complex to maintain and operate than other aircraft qualified under Part 135.
5. There is a shortage of and public demand for aircraft of this size able to carry mixed cargo. Therefore, the public would benefit from the availability of this size aircraft.

Summary to be published in the Federal Register:

To permit Hangar 10, Inc. to operate certain aircraft under part 135 in All-cargo operations having a payload capacity of 12,000 pounds or less.

I thank you in advance for your consideration. If would like more information, please feel free to contact me.

Sincerely,



Robert A. Steenbock
Director of Operations